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NEWS OF THE FAR EAST
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Hongkong Daily Press.

ESTABLISHED 1857

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2. Quantity and kind of metallic breakage he
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3. Price of each kind separately.
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All information necessary and conditions can
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CHINESE EASTERN RAILWAY Co.,
Harbin, 23rd June, 1909.

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Hongkong, 11th August, 1909.



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Arrive - Shanghai ("	...	Friday	Sunday

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Leave - Harbin (Russian Train)	...	Tuesday	Thursday
Arrive - Changchun ("	...	Thursday	Saturday
Leave - Changchun ("	...	Friday	Sunday
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Hongkong, 24th July, 1905. [a998]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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THE MANAGER. [a196]

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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 31ST 1909.

If the announcement be correct that an agreement has been come to between China and Japan regarding the Chientao and the Fukumen Railway, and the other principal points in dispute in Manchuria, be correct, there is every reason to congratulate both China and Japan on the removal of a very dangerous complication. Throughout the dispute, it is satisfactory to notice, China had displayed an amount of good temper, which has been unfortunately not always present in her other negotiations, and she has been so far wise that she did not permit in this case the affair to fall into the hands of the professional negotiators, who have done so much to make their country contemptible in the eyes of the other Powers. In September, 1907, we gave a sketch of the position in the Chientao, the "unoccupied circuit" between China and Korea, which for long had been closed to occupation by either Power in order to prevent intercommunication between the two countries. The land itself actually belonged to China, who in these days maintained an effective frontier guard to prevent smuggling, as it was called, between the two countries, and this was one of her last efforts to maintain herself in isolation from her neighbours. The principle is here not in question; the fact is notorious. Till, in fact, the defeat of the Chinese in the Japan war, the Chientao remained entirely unoccupied, except that in the latter days a few robbers, owing allegiance to neither China nor Korea, used

to make it the scene of their operations, and plunder both indifferently. The Chinese, after the treaty of Shimonsu, had little interest in Korea, and seem to have neglected from sheer carelessness the guarding of the Chientao. Still, according to old treaties, the Yalu and the Tumen rivers remained, as before, the northern boundaries of Korea on the west and east, respectively. The treaty of Portsmouth made little reference to boundaries, as these had never been in dispute; still it provided that Japan was not to erect fortifications along the Tumen, which would certainly have been a needless clause if Korea's actual boundary had then, or at any period, extended fifty miles further to the northern fringe of the Chientao.

It was then but natural that the claim, for the first time put forward by Japan, should have seemed to Russia to contravene what she considered as one of the important stipulations of the Agreement; it was also natural that England, whose commercial interests were concerned in linking up the railways between Chili and Mukden, should hesitate to endorse the prohibition by Japan of the construction by China of the Haimintun-Fukumen line. We are not now, fortunately, concerned with the reasons which led Japan to press her claims in either direction. Still, there is no doubt that, considering this amount of explosive material that was lying about, caution would have been reasonable. England in the hands of socialistic amateurs, one of whose fads was that Japan was benevolently guarding for us the Pacific, it is true, might be relied on not to go beyond the mildest of remonstrance; Russia was still too much occupied trying to suppress her own proletariat; and China—well, she need not be thought of. And so Japan thought the world wagged till a few months ago. France had made friends with England, and found the feeling reciprocated; but she had done more—she was not content till she had got Russia to join the baby-house. Then the United States commenced to think that they had made a mistake in not cultivating China a little more; there was evidently a powerful nation who rated China at a higher level than did Japan—perhaps she had made a mistake—who knows? Finally King Edward had invited the Tsar Nicholas II. to pay him a visit; and they had talked long and confidentially. Now King Edward knows the political aspects of the world as well, or probably better, than any foreign minister in Europe, and it was certain that amongst the things that entered into their confidential communications at Cowes was this little affair of the relations between China, Russia and Japan. Altogether, there was much to be said in favour of making a friend of China. America thought it worth while; Russia, evidently, thought it worth while; and Japan has evidently also now found it worth while to join in the procession.

Indeed, the whole story, now that the solution has been found, reads not unlike the old nursery tale. The woman wanted to go over the stile to pluck the "bonny bunch of raspberries" at the other side, but needed a stick to help her to cross, and all animated nature combined to prevent her. After the crowd had been vainly invoked one after the other, one more complainant than the others consented if she would fetch a jugful of water in a sieve. It was the crow who suggested plating the sieve with mud that finally got over the difficulty, with the result that each of the animals, who had before refused, ran in hot haste to fulfil the old lady's requests. Japan has evidently discovered how to carry the water in the sieve, and the result is instructive. First, the Chientao belongs to China; second, the Haimintun-Fukumen Railway will be built; third, Japan works the Fushan and Tantai collieries; fourth, the railways will be taken into the city of Mukden; fifth, the Newchwang and South Manchurian Railways will be joined up, and connection made with the port and settlement at Newchwang. Now, all these things are very much for the advantage of China, as they will be also very much to the advantage of Japan; and we may go still further, and say with assurance they will be for the advantage of the whole world having any interest in the concerns of the Far East. But more advantageous in the immediate future is it that the scratching and catterwauling which has now been going on for two years, very much to the annoyance of the neighbours, and of not the slightest benefit to either of those concerned, will now have no more occasion for breaking out afresh; and we hope may be considered as finally ended. China has lately had much to answer for in the way of seeking to place herself at cross purposes with her best friends, and it would be well for her also did she take to heart the lesson, though, in this particular instance, it is to

her credit that she has succeeded in controlling her temper under somewhat aggravating circumstances. Still, with every desire to give credit for the dispersion of a very ugly and dangerous position to both Japan and China, we fear we can congratulate neither on having materially contributed to the result—the real influences at work having been the effect of the recent rapprochement between Russia and England. The conference between the two sovereigns has really had more to say to the satisfactory result than all the wisdom of the East. Still, as it has come about, the least said is to the means the soonest mended.

The report of the proceedings at the Supreme Court yesterday appear on page five.

Dr. Amos P. Wilder had a conference with President Taft at the White House, Washington, on the 26th inst.

An interesting judgment on the "practice of the wharf" in Hongkong was delivered by the Chief Justice yesterday in the Supreme Court.

The hearing of the action for damages for criminal conversation will be resumed to-morrow, when Mr. Lemm will be called in defence.

The Government proposals relating to Liquor Licences will not be discussed at the meeting of the Legislative Council which is called for to-morrow.

Attention has been called to the activities of a band of Sikh missionaries at Shanghai by the marriage of an Indian to a Chinese bride who had become a convert to Sikhism.

At the suggestion of the Commissioners of Constitutional Reform a scheme is being drawn up under which every Chinese male of a certain age must join the Army on pain of a fine of so much a month.

The *Washington Times* says:—These Chinese may be a trifle old fashioned in some regards, but it isn't every enlightened nation that can get the whole world quarrelling about the privilege of loaning it money.

For snatching a bangle from the arm of a girl in Queen's Road West on Sunday, Mr. Wood at the Magistracy yesterday sentenced two natives to twelve months' imprisonment, six hours' stocks and two whippings of twelve strokes each.

Signals to indicate the departure of the ferry launches at two minutes and one minute from time are being erected at the Hongkong wharf similar to those at Kowloon. They will be appreciated as avoiding needless sprints on the part of fares.

A native who appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of returning from banishment, informed his Worship that he was saving sufficient money to carry him to Canton. The Magistrate sentenced the offender to six months' imprisonment and four hours' stocks.

A Washington telegram dated the 26th inst. reported Major-General Wilson to be dying. General Wilson returned to the United States from Manila about eight months ago. Infirmities contracted during his tour of duty in the Philippines, the telegram says, are responsible for his present condition.

A Chinese youth was charged before Mr. J. R. Wood at the Magistracy yesterday with the larceny of a bicycle from Wanchoi, and with stealing \$83 and some title deeds from a woman at Kowloon City. Both charges were proved, and the defendant was sentenced to six weeks' imprisonment on each count.

A German sailor appeared before Mr. F. A. Hazeland at the Magistracy yesterday on charges of being drunk and disorderly and damaging furniture in a cell at the Central Police Station. His Worship ordered the defendant to pay a fine of \$5 on each charge.

Before Lieut. C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday the master of the steam launch *Tak On* was fined \$5 and had his certificate cancelled for failing to observe the rules of the road. The defendant will be required to pass a further examination before regaining his certificate.

A native named Wong Kam was arraigned before Mr. J. R. Wood at the Magistracy yesterday on a charge of kidnapping. The defendant is alleged to have enticed a girl fifteen years of age away from her home at Wanchoi and placed her in a brothel at West Point. The hearing of the case was adjourned, and the defendant was admitted to bail in the sum of \$500.

The plays which the Bandmann Merry Little Maids will stage on their return to the Colony from Manila will be "Hook of Holland," "Havans," and "The Girls of Gottenberg" (2nd edition). They start with the first-named comedy on Friday next. Their farewell performance on Tuesday will be a variety entertainment, including the Apache dance and a grand Rose Ballet.

Two stallholders in the Sukumpo Market at Wanchoi appeared before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of cutting and wounding. The complainant was stated to have spoken disparagingly of the goods sold by the defendants in consequence of which the latter attacked him with a chopper. His Worship discharged the first defendant, and remarked that as the second had received great provocation he would allow him the benefit of a fine. He ordered the second man to pay a fine of \$25, the alternative being one month's imprisonment.

When the new Viceroy of the Liangkang was at Shanghai the other week, a number of valuable papers and some money were abstracted from his baggage by a gang said to consist of four notorious scoundrels. The robbery took place in the French Concession and since then the French police have been instrumental in having one of the suspects arrested in Nanking. He now lies in prison in Shanghai pending the apprehension of his accomplices.

Mr. J. R. Wood presided over a meeting of Justices of the Peace held at the Magistracy yesterday afternoon, and there were also present Messrs. F. J. Buley and C. D. Melbourne. The business was to consider an application from Mr. E. A. Kennedy for the transfer to him from Mr. A. E. Gagnon of the publican's licence to sell by retail intoxicating liquors on premises No. 2, Pak Shui Wan, Shaukiwan Road, under the sign of "The Belle View Hotel." The application was adjourned until the 10th ultimo.

Two of the largest funerals which have ever taken place in Macao were witnessed on Saturday last, one being that of the late Rev. Mother Superiora, Teresa Lencin, of the Canossian Institute at St. Antonio, and the other, the wife of Mr. Carlos d'Assumpcao, the chief Chinese interpreter of the *Expedient Sincio* (Macao). Mrs. Merlinda de Serma Fernandes d'Assumpcao. All the ecclesiastical, military and civil corporations took part in the funerals and the services at the resting place. The Rev. Mother Teresa Martinola, of Hongkong, and staff were among the chief mourners at the funeral of the former, and Mr. J. M. de Castro Basto and family (also from Hongkong) were among those who attended the latter.

A Chinese shroff employed in the comprador's office at Messrs. Butterfield and Swire's was charged before Mr. F. A. Hazeland at the Magistracy yesterday with obstructing a lunkong in the execution of his duty. It appears that the defendant did not believe the lunkong was a genuine member of the force, and just as the latter had arrested two prisoners the shroff pushed the prisoners and the policeman into his office, locked the door and rang up the Central Police Station. On the arrival of a constable from the Central Station the lunkong was identified, and the defendant was yesterday called before the Court. His Worship imposed a fine of \$100, the alternative being two months' imprisonment.

Following is the programme of the Grand Promenade Concert to be given under the auspices of the Catholic Union in the compound of the Roman Catholic Cathedral to-morrow at 9 p.m.:

PART I.
March... "Entry of the Gladiators," Band of the Buffs.
Song... "The Amorous Goldfish," Miss Burke.
Selection... "The Girls of Gottenberg," Band of the Buffs.
Comic Song... Selected... Mr. Tambs.
Bell Reversie "La voix des Cloches," Band of the Buffs.
PART II.
The Blind Beggar... Mr. Pyle & Mr. Collier.
Interval of 10 minutes.
PART III.
Selection... "A Country Girl," Band of the Buffs.
Comic Duet... "The blow nearly killed father," Corset Solo... Selected... Mr. J. Duffy.
Violin Solo... Selected... Prof. Gonzalez.
Characteristic Polka "The Jolly Cobblers," Band of the Buffs.
God Save the King.

HONGKONG SANITARY BOARD.

A meeting is called for this afternoon. The orders of the day include the reading of a letter from Government relative to the abolition of the post of Sanitary Surveyor. The Select Committee appointed to consider the Retrenchment Committee's report will present its report.

The Select Committee appointed to consider the question of amending the Market Bye-laws will also submit its report.

Mr. Shelton Hooper, pursuant to notice, will move:—

"That in the interest of the Public Health of this Colony it is desirable for the Government to clear all brushwood from Crown land in the close proximity of dwelling houses which is likely to be detrimental to the Public Health owing to its harbourage of mosquitoes on the ground that the existence of such brushwood is a nuisance detrimental to the Public Health."

"The cost of such work to be paid for out of the Public Funds, and that where such brushwood is on private land the owners be called upon to clear it at their own expense."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 30th at 11.55 a.m.—The barometer has fallen slightly in Japan, and risen a little over India-China.

Pressure remains low over Manchuria. It is high over S.W. China, and over the Pacific to the E. of Japan.

Gradients continue slight and light S.W. winds may be expected in the Formosa Channel and light E. and N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	Variable winds, light; fine.
Formosa Channel	S.W. winds, light.
South coast of China between Hongkong and Lamcocks	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

How to be BEAUTIFUL—Keep your complexion Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894]

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

A POLITICAL CRISIS IN
GREECE.

LONDON, August 30th.

It is telegraphed from Athens that Mr. Ralli's Cabinet has resigned as a result of its refusal to accept the military reforms demanded by the officers of the Army and Navy.

The King has summoned M. Mavromichalis.

A portion of the garrison quitted Athens and camped outside the city.

The new Ministry has now annointed the troops.

It is stated that the Crown Prince will resign the command of the Army.

COUNT ZEPPELIN FLIES TO
BERLIN.

LONDON, August 30th.

Count Zeppelin has travelled in his airship from Friedrichshafen to Berlin, where he arrived at 12.50 on Saturday.

He dipped the prow of the airship as a salute to the Emperor.

The Count met with a great popular reception.

A GREAT CALAMITY IN
MEXICO.

LONDON, August 30th.

Disastrous floods have occurred along the Santa Caterina river in North Mexico. Over half a mile of houses have been swept away at Monterey fronting on the river. The disaster occurred at midnight and hundreds were overwhelmed while asleep.

Four hundred bodies have already been recovered.

ANTI-OPIMUM MEASURES IN
PERSIA.

LONDON, August 30th.

Reuter's Correspondent at Teheran reports that the Government has issued a stringent regulation restricting the sale of opium, aiming at the ultimate suppression of the habit, which the proclamation declares is responsible for the backwardness of Persia.

OUR DUTCH VISITORS.

The Netherlands East Indies Squadron is seeing Hongkong at its best and both officers and men seem to be enjoying their visit. Yesterday the Division Commander G. F. Tydemann made his official landing from the flagship *De Ruyter*, accompanied by Captain Mitchell Taylor, A. D. C. to His Excellency the Governor. The Commodore stopped ashore at Blake Pier, where a guard of honour drawn from the Buffs, carrying their colours and accompanied by the band, received him with the usual salute, the band playing the Dutch national anthem. After inspecting the guard of honour the Commodore, with his aide-de-camp, and Mr. J. H. de Roux, Dutch Consul, proceeded to Government House, where they were received by His Excellency. In the evening they were entertained to dinner by Sir Frederick Lugard. To-day being the birthday anniversary of Her Netherlands Majesty Queen Wilhelmina there will be celebrations in honour of the event. The Consul will be at home at the Consulate, and in the evening the Dutch community will tender a banquet to the officers of the squadron in the Hongkong Hotel. Covers for 75 will be laid. This is the largest gathering of Dutchmen that has ever assembled in Hongkong.

On Wednesday His Excellency the Governor will entertain the Commodore, the commanders and the first officers to dinner at Government House, and it is probable that the Commodore will give a tiffin on board the *De Ruyter*. As it was intended that the squadron should visit Canton, it is deemed advisable to delay the visit until a more opportune occasion, as the new Viceroy has not yet taken up office, and the cruisers will leave here on Thursday for Amoy, the merchants of which have great trading relations with Java, and thence sail for Shanghai and Taku, afterwards visiting Kobe and Yokohama. It is expected that the squadron will return here in the early part of November for five days.

ALLEGED ADULTERATED BRANDY.

The hearing of the summons against Mrs. Meyer, of the Colonial Hotel, 'Tai Sing, Comptons, Queen's Road Central, and Chuen Chung, compradore, Arsenal Street, for selling brandy not of the nature demanded, was continued at the Magistracy yesterday before Mr. F. A. Hazeland. The defendants were also summoned for selling adulterated brandy.

Mr. F. R. L. Bowley, Crown Solicitor, prosecuted in all the cases; Mr. John Hastings defended Tai Sing and Chuen Chung; and Mr. P. S. Dixon from Mr. R. A. Harding's office, represented Mrs. Meyer.

Mr. Frank Brown, Government Analyst, was recalled, and re-examined by Mr. Bowley. He said he did not agree with the statement that if brandy contained a small quantity of alkaline the standard of others would be reduced. Witness produced particulars of several experiments he had made of brandy of good and fair quality. He was acquainted with the brandy prosecution which took place in London in 1905 after the publication of the paper referred to by Mr. Hastings.

Mr. Hastings objected to the evidence.

His Worship—You object to me hearing this, but what about the book you produced at the last hearing?

Mr. Hastings said he put in that book in cross-examination, which he was thoroughly entitled to do.

His Worship said the witness had a perfect right to treat the statement as an expert.

Mr. Bowley contended that his Witness was entitled to hear the quotation read, as in police court cases journals such as the one in question (the *Analyst*) were referred to frequently.

Witness said the standard of others in brandy had been fixed in England at eighty parts, and this had not been appealed against.

Mr. Hastings, after reading the *Analyst*, said he had no objection to his Witness having it read, as it rather supported his contention.

In cross-examination witness said he was of opinion that if he had used Kunt water, which contained 20 grains of alkaloid per gallon, the result of his recent experiments would have been the same: that was because the natural acidity in the brandy would neutralise the alkalinity of the water.

This closed the case for the prosecution.

Mr. Hastings, in opening the defence, asked his Witness to take the case of Tai Sing first. That firm had been in the Colony for fifty years, and had never been troubled in any way by the police or anybody else for carrying on trade in adulterated liquors. They kept all kinds of brandy, from the best to the lowest priced brands. The inspector deliberately chose the cheapest kind of brandy, and the speaker suggested that he must have known that he was not getting the best kind at the cheapest price; therefore, there could be no prejudice whatever at the time of the sale. The brandy bought by the officer was used, as a cooking brandy, and was bought by his clients from a German firm with whom they had dealt for several years. It had been admitted by the prosecution that the sample produced was not deleterious to health, and further it had been admitted by them that the article had not been adulterated by any undue proportion. The only complaint was that the spirit of the brandy was made from substances other than the juice of the grape.

He submitted that alcohol could be derived from many sources. The prosecution had no right whatever to say that only substances derived from the grape were to be called brandy. With regard to the experiments made by Mr. Brown, he submitted that they were not made in a proper manner, and, therefore, should not be taken notice of.

Mr. S. Spurge, an analyst in the employ of Messrs. A. S. Watson & Co., was called to the witness stand. He testified to having had a considerable experience in testing brandy and other spirits. In his opinion it was not possible in the present state of knowledge for an analyst to say with certainty the source from which a spirit might be derived from various sources.

He had seen Mr. Brown's certificates with regard to the present case, but he thought it was impossible to pass the opinion that the brandy was not derived from the juice of the grape from facts mentioned by Mr. Brown in his certificate.

The hearing was again adjourned.

LOCAL SPORT.

WATER POLO.

Mr. A. E. S. Alves has formed a water polo team of his own to play the Buffs team to-morrow afternoon, at the V.R.C. (by permission). The following represent Alves' team:—C. A. C. Rodrigues; A. E. S. Alves (Capt.) and A. J. V. Ribeiro; A. V. Barros, J. M. R. Pereira, P. M. Remedios and J. M. Lopes. Buffs' team—Barraud, Williams, Cloke, Burke, Smith, Stiff and Vincer.

INTERPORT RIFLE MATCH.

Practice for this match will commence on Saturday next, 4th September, on the King's Park Range at 2.30 p.m. The range will be available for practice on Saturdays and Sundays throughout September, except Saturday, 11th. The Hon. Secretary, Mr. M. S. Northcote, will be glad to see all rifle shots attend these practices.

The name of the British Army officer who was recently killed at Peking was Captain Leary, who was chief ordnance officer at Tientsin. As the train was pulling out, he lost his balance, fell under the wheels of one of the coaches, and was crushed to death. He was late and tried to jump on the train after it had started. We learn that Captain Dooner has been transferred from Hongkong to fill the vacancy this created.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed-Liebo's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-MORROW (WEDNESDAY), the 1st SEPTEMBER, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, —

PURE IRISH TABLE CLOTHS and SERVIETTES, PILLOW CASES, WHITE SATIN QUILTS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, HAND-EMBROIDERED TOP SHEETS, and BEDSPREADS, Five o'clock TEA CLOTHS, REMNANTS, LADIES WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBE.

Also, —

GENTS SUIT LENGTHS, LACE CURTAINS, and WITNEY BLANKETS, &c., &c.

(All New Goods).

Catalogues will be issued.

Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st August, 1909. [1130]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 1st Sept., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 30th August, 1909. [1125]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

Hongkong, 30th August, 1909. [1129]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

The Need of Financial Reform.

Customs Duty at Hongkong.

Education Facilities at the Peak.

The Policing of the New Territory.

Constitutional Government in China.

Parliament and Hongkong's Lost Opium Revenue.

The Foreigner in China.

Random Reflections.

Hongkong News.

The Revenue Problem.

Hongkong Legislative Council.

Hongkong's Typhoon Refuge.

Correspondence:—

The Hongkong Bank and the University Scheme.

Lack of Educational Facilities at the Peak.

A Star Ferry Coxswain Fined.

Disobedience at Sea.

Snatching a Ferry on the s.s. "Lightning."

Reported Highway Robbery.

Philippine Bonds Issued in the United States.

Opium in Hongkong and the Straits.

The Question of Railway Stations.

The Antang-Mukden Railway Question.

The Health of Weihaiwei.

Public Works in the Philippines.

Amara and Mesquita.

The Washerman.

Supernatural Court.

A Boycott of the British on the Yangtze.

Free Trade between America and the Philippines.

The Manila Opium Case.

Notes from Japan.

Company Meeting.

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Dock Co.

Shanghai Cotton Spinning Company.

Company Reports:—

China Light and Power Company, Ltd.

Far Eastern Telegraphs.

Chinese Immigration into the Straits Settlements.

Chair Beaters and Their Fares.

The Recent Earthquakes in Japan.

Explosion on H. M. S. "Otter."

The Astor House Hotel, Shanghai.

Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 31st August, 1909.

NEW ADVERTISEMENTS

THEATRE ROYAL.

TWO NIGHTS

CHAPMAN

ALEXANDER.

Two men who have come fresh from Australia and the Philippines, where no buildings were large enough to hold the crowds that came to hear them SPEAK and SING.

TO-NIGHT

WEDNESDAY NIGHT.

NINE O'CLOCK P.M.

ADMISSION FREE.

NEW SONGS.

Hongkong, 31st August, 1909. [1131]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Dordogne" and "Medoc" from Havre or s.s. "Dordogne" from Bordeaux or s.s. "Ville de Valenciennes" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon, Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before 8 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th Sept., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th Sept., or they will not be recognized. All damaged packages will be examined on MONDAY, the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN,

Agent.

Hongkong, 30th August, 1909. [2]

INTIMATIONS

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL will RE-OPEN on WEDNESDAY, 1st September.

Hongkong, 30th August, 1909. [1126]

THE ITALIAN CONVENT ENGLISH SCHOOL.

CANE ROAD.

THE SCHOOL will RE-OPEN on WEDNESDAY, September 1st, at 8.30 A.M. For Particulars as to Board and Tuition apply to—

THE SUPERIORESS,

Italian Convent.

Hongkong, 28th August, 1909. [1120]

CATHOLIC UNION.

A GRAND PROMENADE CONCERT

Will be given

By the FULL BAND of the BUFFS,

With Kind Assistance of Friends of the Institution.

In the Compound of the Roman Catholic Cathedral, "Glenside."

TO-MORROW (WEDNESDAY), 1st Sept., 1909, at 9 P.M. sharp.

Admission — ONE DOLLAR.

Tickets can be had at the above address or at the Gate on the Night of the Concert.

Hongkong, 28th August, 1909. [1121]

HARBOR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On THURSDAY, the 2nd September:—

From Pakshawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 5 P.M., and finishing at 11 P.M.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieut., R.N.,

Harbour Master, etc.

Hongkong, 27th August, 1909. [1122]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

PUBLIC COMPANIES

THE CHINA LIGHT & POWER CO., LD.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at NOON, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th August, 1909. [1123]

HONGKONG HOTEL COMPANY, LTD.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 11th September, 1909, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1909, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th September, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 30th August, 1909. [1127]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),

the 31st day of August, 1909, at 11 A.M., at his Sales Room, Duddell Street,

(By Order of the Liquidator of the

Hongkong Milling Co., Ltd.)

17 COILS LEATHER BELTING (some new), 21 SINGLES SEWING MACHINES,

63 CASES "COOL HOUSE" PAINT, 24 TRUCKS (2 and 4 Wheeled), 17 PAIR-

BANK'S SCALES, Quantity of

TINPLATES, COTTON THREADS, GAL-

VANISED IRON BUCKETS, OIL, etc., etc.

Also

One ELECTRIC SEARCH-LIGHT

(Complete).

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 28th August, 1909. [1124]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1128]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 55SG. at \$5.47 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [623]

GRAU & CO.

(Established 1896).

No. 27 DES VOEUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

Inspection Invited.

[910]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES,

26, DES VOEUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

ON FRIDAY, SEPT. 3RD.

M. E. BANDMANN

PRESENTS

THE MERRY LITTLE

MAIDS COMEDY CO.

IN

FRI. Sept. 3rd, "HOOK OF HOLLAND."

SATUR. Sept. 4th, "HAVANA."

MON. Sept. 6th, "THE GIRLS OF GOTTENBERG" (2nd Edition).

TUES. Sept. 7th, Grand Farewell Variety Entertainment, when the Apache Dance will be Staged, also a Grand Rose Ballet.

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

Hongkong, 31st August, 1909. [1107]

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,

Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1908

\$19,121,310.

I. Authorized Capital .. 26,000,000

Subscribed Capital .. 3,275,000

PAID-UP CAPITAL .. 1,212,500 0 0

II. Fire Funds .. 3,204,753 7 10

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN TOMES & CO.,

Agents.

Hongkong, 14th August, 1909. [908]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD, CENTRAL.

From the University of Pennsylvania, U.S.A.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GILY & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

TO LET

TO LET.

N^o. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET. Apply—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.
1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

N^o. 2, OLD BAILEY. Immediate possession. Moderate Rental.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 7th August, 1909. [1063]

TO LET.

A HOUSE in Wang Nei Chong Road.
A HOUSE in RYDON TERRACE.
OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.
No. 3, CLIFTON GARDENS, Conduit Road.
No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BURN BUILDING, No. 16B, Des Voeux Road next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET, a portion of MARINE LOT 31, No. 255 at NORTH POINT, suitable for above purposes. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 999 YEARS LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1909. [96]

TO LET.

GODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [98]

TO LET.

N^o. 2, BEACONFIELD ARCADE, facing the Parade Ground.
PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.
PREMISES at SHAMRIN, CANTON, now in occupation of the Canton Kowloon Railway.
The BYRLE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden.
BEACONFIELD ARCADE, 2 Rooms on 1st floor, well suited for Office.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in DUDDELL STREET.
HOUSES in BELLIOS TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.
FOR SALE—TOR CHERRY at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [100]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).
Immediate Possession. Rent exceptionally moderate.
Apply to—
KAM FOK,
No. 107, Wellington Street, behind the Stag Hotel or Kooper of No. 6, Godown on the Spot.
Hongkong, 26th May, 1909. [797]

TO LET

TO LET.

King's BUILDINGS.
OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [818]

TO LET.

N^o. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"ERANE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
HOUSES in LYEMOON VILLAS, Kowloon.
Apply to—ARRATON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 24th August, 1909. [399]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuitang, the Beautiful Summer Resort and Sanatorium, near Fookow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.
Fookow, 22nd May, 1909. [794]

TO LET.

N^o. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

FIRST FLOOR, No. 6, ACE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Office or Drilling. Also, GODOWN, No. 9, Duddell Street.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th August, 1909. [941]

TO LET.

N^o. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.
Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

N^o. 1, CANTON VILLAS, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th August, 1909. [1035]

TO LET.

N^o. 1, ORMSBY TERRACE.
No. 5, BARROW TERRACE. Chap. Rental. The well known Durier House.
Apply to—
SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 1st Floor.
ONE SPACIOUS GODOWN, No. 125, Wanabai Road.
Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET.

N^o. 25, WYNDHAM STREET, containing 6 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET.

N^o. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House with Servants Quarters, next to the Masonic Club.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

TO LET.

N^o. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.
Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

SUPREME COURT.

Monday, 30th August.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR E. PIGGOTT).

EXTENSIVE THEFT OF OPIUM.

A special session was held for the trial of the three men and a woman concerned in the theft of a considerable quantity of opium. The three men were charged with stealing from the s.s. *Kutong* on the 13th July 1904 balls of Benares opium, the property of Messrs. Jardine Matheson & Co., and the woman was charged with receiving it well knowing it to have been stolen. The Acting Attorney General (Sir Henry Berkeley, K. C.), instructed by Mr. Dennis, who appeared for the Crown, said he would not offer any evidence against the third defendant and that his friend Mr. Alabaster would conduct the prosecution in his absence. Mr. Alabaster was instructed by Mr. Shenton, of Messrs. Deacon, Looker and Deacon. The first and fourth defendants (the latter being the woman) were defended by Mr. Eldon Potter, instructed by Mr. F. X. d'Almada, e Castro, the second defendant (the quartermaster) being unrepresented.

The jury was empanelled as follows: Messrs. J. C. Gow, A. Krantler, E. Jacobs, J. P. Douglas, W. M. Humphreys, F. Davidson and R. L. Brown.

The facts were outlined by Mr. Alabaster, from which it appeared that seven men approached the *Kutong* about midnight in a sampan and on getting close to the steamer the first defendant and three others went up the gangway. The second defendant, the quartermaster of the steamer, met them on the gangway and received money from the first prisoner, after which they passed on and entered the hold. One of the three men remaining in the sampan climbed the rigging and in that position received the bags of opium which were handed him through the cargo port. Finally the four men returned to the sampan and were rowed off. Shortly afterwards the quartermaster gave the alarm to the officer on duty that "thief men have come." He pointed to three junks as having been concerned, but suspicion fell upon him and on the arrival of the police he was taken into custody. Subsequently the first prisoner was arrested and then followed the recovery of the opium in the woman prisoner's lighter, whence it had been transferred from the sampan, and the arrest of the others. Evidence was called and the hearing adjourned until to-day.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

INSURANCE CLAIM FOR OIL.

Judgment was given in the action in which the Tung San Wo firm of Shanghai claimed from the Fo On Marine Insurance and Godown Company, Limited, of Wing Lok Street, the sum of 7,000 taels said to be due on 350 packages of ground nut oil. Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the plaintiffs, while the defendants were represented by Sir Henry Berkeley, K. C., and Mr. D. McNeill, who were instructed by Mr. A. Holborn (of Messrs. Deacon, Looker, and Deacon).

His Lordship in giving judgment said:—The questions raised in this case take up the points which were not fully gone into in my judgment in *Hip On Insurance Company v. Hang On Insurance Company*. The goods were insured on board the s.s. *Shao Ning* from Shanghai to the port of Canton. The policy contained a "risk of craft" clause. The ship was moored to Messrs. Butterfield and Swire's pier-wharf opposite their godowns at Honan. The goods, oil in baskets, were put into lighters, some on the water side of the ship, some across the wharf into lighters. In each case the oil was weighed by or on behalf of the consignee and the lighters were hired by the consignee. The usual Customs House formalities were fulfilled either on the ship or on the wharf with a five days delay on account of the Emperor's birthday, though the unloading of the cargo was continued during that day. The cargo consisted of 550 baskets of oil, and 200 of these were sold to a customer out of the lighters. On these facts the question arises whether the "risk of craft" clause in the policy cover the oil so landed. I do not think that it appears very clearly whether all the 350 baskets were landed overboard, but in the view that I take of the law this is immaterial, and I shall assume that it was. On behalf of the defendants it was contended that the overboard transshipment into lighters constituted a landing, and Lord Justice Bowen's dictum in *Houlder v. Merchants' Marine Insurance Company* was relied on. He said, "Landing goods means putting them upon the land, or upon that which by the custom of the port is its equivalent." I have no doubt that by "equivalent" was meant wharf or pontoon. But the case there was whether the "risk of craft" clause covered the goods in the lighters during transshipment to another vessel, and the use of the words "safely landed" in connection with that clause meant clearly that the craft covered by the risk must be craft used for the purpose of landing and not craft used for the purpose of transshipment. The dictum illustrates this argument, but in view of the circumstances in which it was used it cannot be stretched so as to conclude a case, such as the present, where the question is the fact that goods have touched land temporarily in the process of landing somewhere else a landing within the meaning of the policy? Lord Justice Bowen was considering the question of transshipment, something which happened before the landing; the land, so to speak, lay in the distance beyond the transshipment: and a broad general proposi-

tion sufficed. But when we get to the land, other questions may arise not foreseen which require special consideration and which cannot be concluded by a general proposition in the absence of such consideration. And this is necessitated by the facts of this case. I agree that "landing" means "landing," but Strong v. Nataly is an authority for saying that the words "safely landed" mean what they say, and if the goods have to be landed in a lighter the risk covers the transit to the shore in the lighter in normal circumstances. "Risk of craft" is a clause introduced since the day when the early cases were decided, and if it is inserted in the policy makes the matter still more plain. But it introduces some special considerations of its own. I am of opinion that insurers are bound to know the conditions of the trade which they insure. The fact that Messrs. Butterfield and Swire do not take oil into their godown seems to me to be irrelevant; a consignee is not bound to put his goods into the nearest godown: the fact that some well known oil godowns were across the water must or should have been known to this insurance company, and I think that even without this clause were it necessary so to decide, but certainly with it, the intention of the parties clearly was that in the process of landing lighters would be used: further, that "landing" means "putting the goods upon the land or upon that which is its equivalent by the custom of the port," where, in the clear intention of the parties, it was intended that the goods insured should be landed, and so the voyage terminated. If, therefore, according to the practice of the wharf, which is a much more suitable expression in the circumstances than "the custom of the port," it is necessary in order to get to the lighter, to tranship overboard, then it is not landing but an incident of the voyage, which is not concluded until the craft has completed it by taking the goods to the shore. The interference of the consignee at the scales does not bring the case within the other doctrine, which deals with the termination of the voyage by the consignee's own action, which I shall refer to presently. Clearly, weighing the baskets as they went into the lighter did not terminate the voyage. I am fully alive to the fact that the law, as I am laying it down, might be somewhat severely tested if a typhoon or tidal wave were to arise suddenly and destroy the goods while they were in process of transshipment on the wharf itself. But should such a case arise I am not afraid that the logic of the proposition, as I have enunciated it, would be equal to the task of deciding the case. A small point may be here referred to. It was suggested that while Messrs. Butterfield and Swire's wharves were in the port of Canton, the oil godowns were not. It could not be put higher than a suggestion. I am satisfied that what lies in or about the port is included in the port if shipping or goods in lighters usually go there, and that in this instance what was done was fully covered by the intention of the parties. I now come to the use of lighters, and I do not think the law is very clearly stated in *Arnould*. I shall first deal with the authorities. Sparrow v. Carruthers decides that if the consignee sends his own lighters for the goods there is an end of the voyage, but that it was otherwise if the goods were sent on shore by the ship's boats, or presumably the shipowners' lighters. I notice a possible anomaly which might arise, supposing the ship itself to have been chartered by the consignee, which does of itself show that the law was not quite clearly established then. But this case was doubted in *Hurry v. Royal Exchange Co.*, though it appears to have been set up again in *Strong v. Nataly*. But in *Hurry's* case distinction was drawn between a public and a private lighter. The public lighters in question were described by Justice Brooke as being "publicly registered, in short, that sort of lighter which is equally known to the underwriters and the owner of the goods." It is to be observed that the reason for the distinction between public and private lighters seems to have been based, not on the ground that the goods had passed into the custody of the consignee, which was expressly pointed out to be an unsound distinction, but whether the risk of the underwriters was increased by using lighters which might perhaps not be well fitted for dangerous or unusually risks operations, as the landing in that case seems to have been. In *Strong v. Nataly*, an ordinary lighter was employed; but the underwriters were held discharged, not because the consignee had hired a lighter, but because he had "dispensed with the obligation of the lighterman to take charge of them during the night, and took them into his own custody." He had discharged the lighterman, and placed himself in the same situation as if the goods had been actually landed and delivered: and having so done he might have kept them in the lighter for a week, for he had as much control over them as if they had been in his custody for that period. In *Paul v. Insurance Co. of North America* Justice Matthew said that Sparrow v. Carruthers was an extraordinary decision to arrive at, so agreeing with the judges in *Hurry's* case. He seems to have thought the same of *Strong v. Nataly*, which, I think, may be supported on another ground. He added that the "risk of craft" clause must cover carriage in a hired lighter, and why should it not also cover it in a lighter belonging to the assured, the person most concerned for the safety of the cargo? There seems to be a definite principle derivable from these cases. A hired lighter is within the meaning of craft, in the "risk of craft" clause; the much-doubted case of Sparrow v. Carruthers draws the distinction, not between private and public lighters, but between a hired lighter and the consignee's lighter. But if the putting them on any lighter can be construed into taking possession of

the goods by the consignee in such a way that it is tantamount to terminating the normal course of voyage, that is by ship plus lighter from the ship to the shore, then the risk has terminated too. Applying this to the facts of this case; undoubtedly the voyage, and so the risk, was terminated in the case of the 200 baskets sold from the lighter. So, too, if on the evidence I come to the conclusion that the consignee intended, not to store the remainder in the godown, but to sell them before storing, and for this purpose to store them temporarily in the lighter, then the risk would also have come to an end. That he would have sold them if a customer had come along is clear, but that is not the question: I must be satisfied that he did in fact so delay the transit to the godown in the lighter, as to amount to a taking control of them for purposes other than those incidental to the voyage, of ship plus lighter. This brings me to the last point of delay. The lighterman must be in reasonable time: this point differs somewhat in detail from a deliberate termination of the voyage. I think, as I have already said, that I am bound to hold that the risk covered the transit by lighter to one of these godowns, and that it must further include such delay as is involved by the normal process of landing the oil into these godowns. Now, here again, there is one clear case where delays would release the underwriter. Supposing one of the godowns, or even both were full, and the lighterman lay alongside hoping for a chance of getting his oil taken in, clearly the risk could not cover such a case. But suppose that in the normal course of things the lighterman, or the consignee, applied for space, and he was told, not that space would be reserved beforehand, but that there was room, and his boatload would be attended to in due course, i.e., suppose it were first come first served, always coupled with a promise that he would be served, then I am clear that this would be in the normal course of business, and would be covered by the risk. Now I am going to make a short cut through the evidence. The plaintiff's agents in Canton were in the habit of storing their oil in quantities of 200 to 400 baskets, sometimes even of much smaller quantities. The defendants want me to believe that in this case they were going to depart from, I will not say their usual custom, because that is not proved, but from what they very frequently did. I put the letter on one side; I am not bound to go further than to say it might have been given by Mr. Ho without authority. But the godown manager wants us to believe that no application of any sort, kind or description was made, and that the plaintiff's agents deliberately lay alongside so as to keep the lighterman his full period of hire in the chance of selling the oil, and never intended to store it at all. The examination of the godown book as to the amount of work done by the godown on the days in question, as well as the answers I succeeded in getting from him as to the normal course of work at the godown wharf, so entirely bear out the story told by the plaintiff's witnesses, that I am compelled to accept the plaintiff's story. I, therefore, give judgment for plaintiff with costs.

Mr. Slade asked for interest on the money put of which they had been kept for a long time. His Lordship—The Court has discretion to give interest.
Mr. Slade—Yes, I don't ask for it as a right.
His Lordship—What are the facts?
Mr. Slade—We had to sue them in order to get our money and the order should carry interest.
His Lordship—I don't think this is a case in which I can give interest.
Mr. Slade—The money was payable under a contract, and they have kept the money in their own hands, and have had the benefit of it up to this time.
His Lordship—I don't think I have ever given interest.
Mr. Slade—I suggest your Lordship amends your procedure in this case. It is laid down in the old statute of William the Fourth, which was passed to remedy the obvious defects in the law.
His Lordship—I will hear what Mr. McNeill has to say.
Mr. McNeill submitted that it was in his Lordship's discretion.
His Lordship said he would consider the point in chambers. The costs of the commission were also reserved.

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO

HIS MAJESTY THE KING

AND

H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with

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The World's Family Medicine.

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BEECHAM'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will be speedily restored.

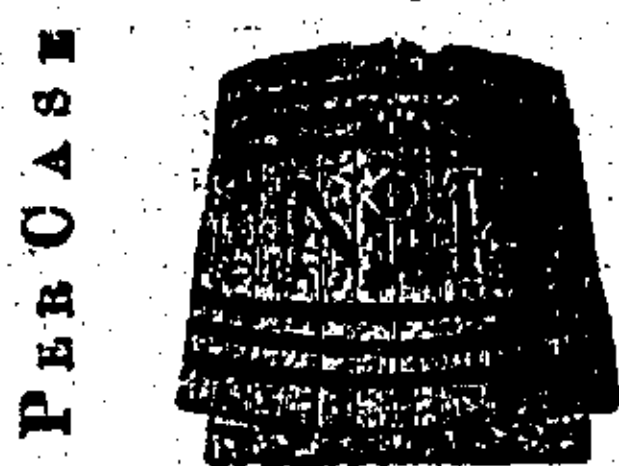
They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



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CODE WORD: "DOCK." A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	363 "
Width of Entrance on Bottom	881 "
Water on Blocks at Spring Tide	34 1/2 "
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Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	68 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	63 "
DOCK No. 2.	
Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

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SHIPPING.

ARRIVALS.

ATHOLL, British str., 3,031, Kamp, 30th Aug.
—Singapore 24th Aug., General—Doddwell & Co.
BUEN MARU, Japanese str., 1,304, Y. Fuso, 29th Aug.—Shanghai 22nd Aug., General—Osaka Shosen Kaisha.
CHINUA, British str., 1,355, A. Harris, 29th Aug.—Shanghai 26th Aug., General—Butterfield & Swire.
CHUYEN, Chinese str., 1,171, C. Stewart, 29th Aug.—Shanghai 26th Aug., General—C. M. S. N. Co.
JAPAN, British str., 3,106, J. G. Olcott, 30th Aug.—Calcutta via Straits 14th Aug., General—David Sassoon & Co.
KUMAMARU, Jap. str., 3,147, M. Winkler, 30th Aug.—Melbourne via ports 2nd Aug., Copper and General—Nippon Yusen Kaisha.
LOONGSANG, British str., 1,092, M. Picknell, 30th Aug.—Manila 27th Aug., General—Jardine, Matheson & Co.
ROBI, British str., 1,019, E. W. Almond, 30th Aug.—Manila 28th Aug., General—Shewan, Tomes & Co.
SHIRAZ MARU, Japanese str., 3,960, K. Kawan, 29th Aug.—Mojji 14th Aug., General—Nippon Yusen Kaisha.
SOSHI MARU, Japanese str., 1,117, T. Sugi, 30th Aug.—Swatow 29th Aug., General—Osaka Shosen Kaisha.
TONKIN, French str., 6,379, Charbonnel, 29th Aug.—Yokohama 21st Aug., General—Messageries Maritimes.
VICTORIA, Swedish str., 999, T. Eckert, 30th Aug.—Hobow 29th Aug., Rice, and General—Wallen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
30th August.
America Maru, Jap. str., for Moji.
Chinua, British str., for Canton.
Chuyen, British str., for Canton.
Fochow, Br. str., for Shanghai.
Ithaka, German str., for Chinkiang.
J. Diederichsen, German str., for Hoihow.

DEPARTURES.

30th August.
CHUYEN, Chinese str., for Canton.
HAICHING, British str., for Swatow.
LINAN, British str., for Shanghai.
POLYNESIAN, French str., for Shanghai.

SHIPPING REPORTS.
The British str. *Longyang* reports: Fine weather, light winds and smooth sea.
The British str. *Roba* reports: Light variable winds, smooth sea and fine clear weather.

VESSELS IN DOCK.

August 30th.
ABERDEEN DOCK.—*Soraogon*, *Des Hermanos*, *Mevan*, *Hoi Sang*, *Moat King*, *Laiyang*.
COSMOPOLITAN DOCK.—
TAIKOO DOCK.—*Hanyang*.

VESSELS PASSED ANKER.

August 11, British str. *Barton*, June 13, from Newport for Shanghai.
August 11, British str. *Heave*, Clelland, from Sourabaya for Bombay.
August 11, British str. *Quila*, Anderson, from Krakasin for Karachi.
August 12, German Bp. *Richner Rickmers*, Jansen, May 6, from Philadelphia for Swatow.
August 12, British str. *Islanda*, from Bombay for Sourabaya.
August 13, British str. *Claremont*, Eno, from Colombo for Batavia.
August 13, German str. *Heesen*, Nath, Aug. 13th, from Batavia for Bremen.
August 14, British str. *Irida*, from Colombo for Cheribou.
August 14, British man-of-war *Pysanura*, Mitchell, August 14, from Batavia for Colombo.
August 15, British 4-m. Bp. *Juteopolis*, Davis, April 15, from New York for Whampoa.
August 16, German str. *Hambury*, from Genoa for Batavia.
August 16, British str. *Intender*, Deans, Aug. 14, from Singapore for Christmas Island.

VESSELS ON THE BERTH.

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"JAPAN."
Captain J. G. Olcott will be despatched for the above ports on FRIDAY, the 3rd Sept., at Noon.
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DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 28th August, 1909. [1125]

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PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
S.S. "LENNOX" ... About 10th Sept.
For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 2nd August, 1909. [1008]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For NEW YORK VIA PORTS AND SUEZ CANAL.
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S.S. "INDRAPURA" ... On 17th Sept., 1909.

For Freight and further information apply to—SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th August, 1909. [1108]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	H. Powell, R.N.E.	P. & O. S. N. Co.	On 4th Sept., at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SUMATRA	Brit. str.	—	C. J. Benton, R.N.E.	P. & O. S. N. Co.	About 9th Sept.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DOVER	Brit. str.	—	Mitchell	HAMBURG-AMERICA LINE	On 7th Sept.
MARSEILLES, &c. VIA PORTS OF CALL.	SUEZ	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 23rd Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TONKIN	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day, at 1 P.M.
HAYRE, ROTTERDAM, & HAMBURG, &c.	TAKA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 3rd Sept., at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKONA	Jap. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 20th Sept.
MARSEILLES, ANTWERP & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 16th Sept., at D'light
COPENHAGEN & BALTIC PORTS	INARA MARU	Jap. str.	—	R. Takeda	HAMBURG-AMERICA LINE	About end of Sept.
CENOA, MARSEILLES, LONDON, & ANTWERP, &c.	AMERICA	Ger. str.	k.w.	Dejant	MELCHERS & Co.	About 22nd Sept.
CALCUTTA, COCHIN, & SINGAPORE, &c.	CATHAY	Dan. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 26th Oct., at Noon
TRIESTE, &c. VIA SINGAPORE, &c.	ANATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 25th Sept.
NAPLES, GENOA, ALGIER, GENERAL, &c.	HONGKONG MARU	Jap. str.	—	E. Tarabochia	SANDER, WIELE & Co.	On 9th Sept., at Noon
NEW YORK VIA PORTS & SUEZ CANAL	RIEUX	Ger. str.	—	F. Proesch	HAMBURG-AMERICA LINE	On 21st Sept.
BOSTON & NEW YORK	INDAPURA	Am. str.	—	—	DODWELL & Co., Ltd.	About 10th Sept.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ARAGONIA	Ger. str.	k.w.	—	CANADIAN PACIFIC R. CO.	On 4th Sept., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	LENTOX	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 18th Sept., at Noon
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF CHINA	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 30th Sept.
TACOMA VIA KANGAROO, SHANGHAI & JAPAN	MONTEAGLE	Brit. str.	—	S. Shotton	OSAKA SHOSHEN KAISHA	On 25th Sept., at Noon
VICTORIA, B.C., & SEATTLE VIA KANGAROO, &c.	SUYIC	Brit. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAKA MARU	Jap. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 23rd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YANG MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 10th Sept., at D'light
AUSTRALIAN PORTS VIA MANILA	SHIRANO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th Sept., at Noon
AUSTRALIAN PORTS VIA MANILA	NIHON MARU	Jap. str.	—	F. Isaka	NIPPON YUSEN KAISHA	On 23rd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WILHELM	Ger. str.	1 m.	P. T. Heims	NIPPON YUSEN KAISHA	On 3rd Sept., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	SEIKI	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 24th Sept., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at Noon
KOBE & YOKOHAMA	HAZATA MARU	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	KATANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 2nd Sept., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 5th Sept., at 4 P.M.
JAPAN	YAMATO	Brit. str.	—	H. Koope	JAVA-CHINA-JAPAN LINE	On 2nd Sept., at 4 P.M.
WEIHAIWEI & KIENHSIN	KUANG	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
TIENHSIN DIRECT	CHINGHONG	Brit. str.	—	Ch. Hooker	BUTTERFIELD & SWIRE	On 5th Sept., at D'light
SHANGHAI	KWONGHONG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	FOOSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEFFLINGER	Ger. str.	1 m.	E. Zacher	MELCHERS & Co.	About 1st Sept.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	HUTIN MARU	Jap. str.	—	Y. Fuzao	OSAKA SHOSHEN KAISHA	On 2nd Sept., at 10 A.M.
SHANGHAI	CHINUA	Brit. str.	1 m.	Owen Jones, R.N.E.	E. & O. S. N. Co.	On 2nd Sept., at 4 P.M.
SHANGHAI	ABATE	Brit. str.	—	J. G. Olcott	DAVID SASSOON & Co., Ltd.	On 3rd Sept., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	1 m.	K. Royala	BUTTERFIELD & SWIRE	On 8th Sept.
SHANGHAI, MOJI & KOBE	YOKOHAMA MARU	Jap. str.	—	W. Miller	BUTTERFIELD & SWIRE	On 9th Sept., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SEIKI	Jap. str.	1 m.	H. E. Rivers	HAMBURG-AMERICA LINE	On 12th Sept.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NICOMEDIA	Ger. str.	k.w.	Williams	BUTTERFIELD & SWIRE	About 10th Sept.
SHANGHAI, KOBE & YOKOHAMA	CYLLON	Brit. str.	1 m.	Seller	MESSAGERIES MARITIMES	On 13th Sept., at D'light
SHANGHAI, KOBE & YOKOHAMA	OSANTIN	French str.	—	Knaiss	HAMBURG-AMERICA LINE	On 14th Sept.
SHANGHAI, KOBE & YOKOHAMA	LIBERIA	Ger. str.	k.w.	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 17th Sept., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	Botman	MELCHERS & Co.	On 23rd Sept.
SHANGHAI, YOKOHAMA & KOBE	TAIQUEN	Dan. str.	—	K. Sugi	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	YAMATO	Brit. str.	—	Y. Kaboraki	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
ANPING VIA SWATOW & AMOY	DALIN MARU	Jap. str.	—	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 5th Sept., at 10 A.M.
TAMBUI VIA SWATOW & AMOY	DAIEN	Brit. str.	2 h.	W. O. Farnsworth	DOUGLAS LAFRAIK & Co.	On 2nd Sept., at 2 P.M.
SWATOW	HAIRONG	Brit. str.	2 h.	Jameson	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
SWATOW, AMOY & FOCHOW	SINGAI	Brit. str.	1 m.	A. W. Osterbridge	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at 3 P.M.
ROIHOW & HAIPONG	TAI	Brit. str.	1 m.	R. W. Almond	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	Pennelther	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at 4 P.M.
MANILA	RUBI	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 4th Sept., at Noon
MANILA	TAMING	Brit. str.	1 m.	R. Rodger	SHIRANO, TOMES & Co.	On 7th Sept., at 4 P.M.
MANILA	KUANG	Brit. str.	—	Mathis	BUTTERFIELD & SWIRE	On 10th Sept., at 4 P.M.
MANILA	LAIPONG	Brit. str.	1 m.	Weigall	JARDINE, MATHESON & Co., Ltd.	On 11th Sept., at Noon
MANILA	BOREO	Brit. str.	—	J. O. Richards	NIPPON YUSEN KAISHA	On 8th Sept., at 4 P.M.
KUDAT & SANDAKAN	MOTOKI MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	KUANG	Brit. str.	—	E. J. Taid	JARDINE, MATHESON & Co., Ltd.	Beginning of Sept.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept.
SINGAPORE, SAMARANG & SOERABAYA	TIATATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	To-morrow, at 3 P.M.
BATAVIA, CHEBIBON, SAMARANG, &c.						On 14th Sept., at 2 P.M.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	S. Shotton	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, 8 Hongkong, 31st August, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIAE	About Wed. day, 1st September.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	Beginning of September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. F. PROSCH	Wed. day, 8th Sept., at NOON.
MANILA, YAP, NEW GUINEA, MARON, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALEDMAR" Capt. F. ISSEK	Friday, 10th Sept., at D'light

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th August, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec, or St. John, N.B.
"EMPRESS OF CHINA" SAT., 4th Sept.	"ALLAN LINER" FRIDAY, 1st Oct.
"MONTEAGLE" SATURDAY, 18th Sept.	"EMPRESS OF IRELAND" FRI., 22nd Oct.
"EMPRESS OF INDIA" SAT., 25th Sept.	"ALLAN LINER" FRIDAY, 12th Nov.
"EMPRESS OF JAPAN" SAT., 16th Oct.	"EMPRESS OF BRITAIN" FRI., 3rd Dec.
"EMPRESS OF CHINA" SAT., 6th Nov.	

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and at QUEBEC with the Company's New Fastest "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers ... \$43 ... \$45.
and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

G.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDUCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 31st Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Bellier	On 15th Sept., P.M.
MARSEILLES, VIA PORTS	"AUSTRALIEN" Capt. Riquier	On 14th Sept., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27.10s. up to \$71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPORIN, AGENT, Queen's Building, Hongkong, 24th August, 1909. [2]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Captain H. Powell, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is assured before departure from Hongkong.
SUK and Valambies, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 16th October, 1909.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 23rd August, 1909. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 26th August, 1909. [1114]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRASIS, to RED SEA, BLACK SEA, LEBANON, VENICE and ADELAIDE PORTS.)

THE Company's Steamship

"NIPPON,"
Captain Tarabochia, will be despatched as above on or about the 25th September.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to SANDER, WIELE & Co., Agents, Prince's Buildings.
Hongkong, 28th August, 1909. [3]

COAL.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 2nd Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 4th Sept.	See Special of Call.
LONDON and ANTWERP	SUMATRA	About 9th Sept.	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. J. Benton, R.N.E.	Sept.	
SHANGHAI, MOJI, KOBÉ	CEYLON	About 10th Sept.	Freight and Passage.
and YOKOHAMA	Capt. H. N. Rivers	Sept.	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TRAN"	On 31st Aug. 3 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 2nd Sept. 9 A.M.
TSINGTAU, CHEFOO and NEWCHANG	"KIUKIANG"	On 2nd Sept. 2 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 5th Sept. 10 P.M.
MANILA	"TAMING"	On 7th Sept. 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 8th Sept. 4 P.M.
LOILO	"KAIFONG"	On 8th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 9th Sept. 4 P.M.
MANILA	"LINAN"	On 12th Sept. 10 P.M.

THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 28th August, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKANG"	SWATOW, AMOY and FOOCHOW	TUESDAY, 31st Aug., at 2 P.M.
"HAIMUN"	SWATOW	THURSDAY, 2nd Sept., at 2 P.M.
"HAIJING"	SWATOW, AMOY and FOOCHOW	FRIDAY, 3rd Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 31st August, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN DIRECT	"CHUPHONG"	Tuesday, 31st Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 1st Aug. 3 P.M.
SHANGHAI	"FOOSHING"	Wednesday, 1st Sept. 3 P.M.
SHANGHAI	"KWOONGSANG"	Thursday, 2nd Sept. 4 P.M.
MANILA	"LOONGSANG"	Friday, 3rd Sept. 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 3rd Sept. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 4th Sept. 2 P.M.
MANILA	"YUENSANG"	Friday, 10th Sept. 4 P.M.
SINGAPORE, SAMARANG and SOERABAYA	"HINSANG"	Tuesday, 14th Sept. 2 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"NAMSANG"	Friday, 17th Sept. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSHANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Wenkan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	TAMBA MARU	6,500	WEDNESDAY, 1st Sept., at Daylight.
FORE, PENANG, COLOMBO, and PORT SAID	INABA MARU	6,500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIDZU and YOKOHAMA	SHINANO MARU	7,000	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	STANGO MARU	8,000	TUESDAY, 28th Sept., at 4 P.M.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU	6,000	FRIDAY, 3rd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	6,000	FRIDAY, 1st Oct., at Noon.
KOBÉ and YOKOHAMA	KUMANO MARU	6,000	WEDNESDAY, 1st Sept., at Noon.
KOBÉ and YOKOHAMA	MOYOBI MARU	4,000	THURSDAY, 2nd Sept., at 5 P.M.
SHANGHAI, MOJI and KOBÉ	HAKATA MARU	6,500	FRIDAY, 3rd Sept., at 5 P.M.
	KITANO MARU	9,000	FRIDAY, 24th Sept., at 5 P.M.
	YETOKOFU MARU	4,500	WEDNESDAY, 8th Sept., at 5 P.M.

5 Fitted with New System of Wireless Telegraphy.
6 Omitting Keelung and Shimidzu.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co's NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU (Capt. Wm. Thompson) About Wed. 22nd Sept.
MIYASAKI MARU (Capt. T. Murai) About Wed. 20th Oct.
KITANO MARU (Capt. F. E. Cope) About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	2nd	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
\$120	\$80	\$110	\$70	\$100	\$90

Option of rail between Calling Ports in Japan.
For further particulars apply to

T. KUSUNOTO,
MANAGER.

Hongkong, 4th August, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
EUBI	2540	E. W. Almond	Manila	On 4th Sept. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 11th Sept. Noon.

For Freight or Passage apply to
Hongkong, 25th August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.
FOR HAVRE, BREMEN & HAMBURG: S.S. SAXONIA 3rd Sept.
FOR ROTTERDAM & HAMBURG: S.S. DORTMUND 7th Sept.
FOR ROTTERDAM & HAMBURG: S.S. SPEZIA 23rd Sept.
FOR HAVRE, BREMEN & HAMBURG: S.S. C. FELD LAEISZ 29th Sept.
FOR MARSEILLES, ANTWERP & HAMBURG: S.S. AMBRIA 17th Oct.
FOR NEW YORK: S.S. ARAGONIA 21st Sept.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Building.

Hongkong, 30th August, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.

Japan Office.
14, WATER STREET, YOKOHAMA.

Hongkong, 27th August, 1909.

NOTICES TO CONSIGNEES

FROM EUROPE.
THE H.A.L. Steamship
"AMBRIA,"
Captain Deinst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th August, 1909.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLONBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PENNYMOUTH (London 1 day later)
Steamer	Tons		Steamer	Tons		
ARCADIA	7000	February 5	MANTUA	11000	SATURDAY	FRIDAY
ASSAYE	7500	February 19	CHINA	8000	March 5	March 11
DELTA	8000	March 5	MALWA	11000	March 19	March 25
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)		April 2	April 8
DEVANHA	8000	April 2	MONGOLIA	10500	April 16	April 22
ASSAYE	8000	April 16	MARMORA	10500	April 30	May 6
DELTA	7500	April 30	MOREA	11000	May 14	May 20
DELHI	8000	May 14	MOOLTAN	10000	May 28	June 3
					June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £710 SINGLE £106.14 RETURN.
2nd " £468 " £72.12

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January	about 26
* SUMATRA	February	9
* NYANZA	February	23
* GUNDA	March	23
* SABBINTIA	April	20
* NORE	May	4
	May	18
	July	2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):
1st SALOON £550 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

1076] E. A. HEWETT,
SUPERINTENDENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVES
		(Gross reg.)	

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, SHIMIDZU and YOKOHAMA
"TACOMA MARU" Capt. H. Yamamoto, 6,178 } SATURDAY, 25th Sept., at Noon.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW, AMOY and FOOCHOW	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 1st Sept., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Capt. Y. Fushiro	THURSDAY, 2nd Sept., at 10 A.M.
TAMSUI VIA SWATOW, AMOY and FOOCHOW	"DALIN MARU" Capt. Y. Kuchiraki	SUNDAY, 5th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA OCHI, MITSUBISHI, HOJO, NAMAZUTA, SAYO, SHUNNEN and KAMITAMADA, Collieries.

SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KAMATSU, WAKAMATSU, KOBÉ, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINESE: Messrs. GEARING & Co.
MANILA: Messrs. MACORDRAY & Co.

For Particulars apply to—
H. OISHI,
Manager.

No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909.

1075

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:-

Date of Despatch from London. Date due in Hongkong. Vessel. 11th August. To-day. Korea.

The Korea, with the American mail, is due to arrive here to-day, at 4 p.m. The Derfflinger, with the German mail of the 31st July, left Singapore on Thursday, the 28th inst., at 2 p.m., and may be expected here to-day, at 5 p.m. The Asaga, with the English mail of the 6th August, left Singapore on Saturday, the 28th inst., at 9 a.m., and may be expected here on or about Thursday, the 2nd Sept., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 8th July, and the parcel mails closed in London for despatch by the all-sea route on the 28th July, and for despatch overland on the 4th August.

FOR	FROM	DATE
EUROPE, Asia, India via Taticon.	Taticon	Tuesday, 31st. Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 1.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M. Tuesday, 31st. 11.00 A.M. Tuesday, 31st. 1.00 P.M. Tuesday, 31st. 1.15 P.M. Tuesday, 31st. 2.00 P.M. Tuesday, 31st. 2.30 P.M. Tuesday, 31st. 4.00 P.M. Tuesday, 31st. 5.00 P.M. Tuesday, 31st. 5.00 P.M. Tuesday, 31st. 5.00 P.M.
Manila	Don Hernando	Tuesday, 31st. 11.00 A.M.
Amoy	Hongkong	Tuesday, 31st. 1.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 31st. 1.15 P.M.
Macao	Yue Tai	Tuesday, 31st. 2.00 P.M.
Manila	Chapahing	Tuesday, 31st. 2.30 P.M.
Tientsin	Athill	Tuesday, 31st. 4.00 P.M.
Shanghai	Pingauay	Tuesday, 31st. 5.00 P.M.
Singapore	Tamba Maru	Tuesday, 31st. 5.00 P.M.
Swatow, Amoy and Amoy	Sochu Maru	Wednesday, 1st. 9.00 A.M.
Haiyang	Hongkong	Wednesday, 1st. 9.00 A.M.
Singapore and Swatow	Quanta	Wednesday, 1st. 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 1st. 11.00 A.M.
Bangkok	Pongtong	Wednesday, 1st. Noon.
Manila	Sui Tai	Wednesday, 1st. 1.15 P.M.
Singapore, Penang and Calcutta	Kulung	Wednesday, 1st. 2.00 P.M.
Shanghai	Pooking	Wednesday, 1st. 2.00 P.M.
Swatow, Singapore and Bangkok	Phranang	Wednesday, 1st. 3.00 P.M.
Hoihow and Haiyang	Singau	Thursday, 2nd. 8.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Bayan Maru	Thursday, 2nd. 9.00 A.M.
Swatow	Haiyang	Thursday, 2nd. 1.00 P.M.

NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.

Sole, Hongkong Milling Co.'s Stores, Sales Rooms, Mr. Geo. P. Lamport, 11 a.m.

TO-MORROW.

Sole, New Goods, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

August 30th.

ON LONDON :—	Telegraphic Transfer	1.84½
	Bank Bills, on demand	1.9
	Bank Bills, at 30 days' sight	1.9 ½
	Bank Bills, at 4 months' sight	1.94
	Credits, at 4 months' sight	1.94
	Documentary Bills at 4 months' sight	1.94
ON PARIS :—	Bank Bills, on demand	220
	Credits, at 4 months' sight	223 ½
ON GERMANY :—	On demand	179
ON NEW YORK :—	Bank Bills, on demand	42 ½
	Credits, at 60 days' sight	43 ½
ON BOMBAY :—	Telegraphic Transfer	131½
	Bank, on demand	132
ON CALCUTTA :—	Telegraphic Transfer	131½
	Bank, on demand	132
ON SHANGHAI :—	Bank, at sight	74½
	Private, 30 days' sight	75 ¾
ON YOKOHAMA :—	On demand	85
ON MANILA :—	On demand—Pesos	86
ON SINGAPORE :—	On demand	74 ¾
ON BATAVIA :—	On demand	105
ON HAIKONG :—	On demand	91 ¾, pm
ON HAIGON :—	On demand	9 ¾, pm
ON BANGKOK :—	On demand	86 ¾
SOVEREIGNS, Bank's Buying Rate		\$11.40
GOLD LEAF, 100 fine, per tola		\$39.50
BAR SILVER, per oz.		23 ¾

SUBSIDIARY COINS:

Chinese	20 cents pieces	per cent
Chinese	10	\$7.83
Hongkong	20	\$7.90
Hongkong	10	\$8.00

OPIUM.

August 30th.

Quotations are:-	
Malva New	\$1,130/1,160 per picul
Malva Old	\$1,170/1,200
Malva Older	\$1,210/1,250
Malva V. Old	\$1,260/1,300
Persian fine quality	\$1,100/1,130
Persian extra fine	\$1,000/1,050
Patna New	\$1,042 per chest
Patna Old	
Benares New	\$1,055
Benares Old	\$1,042

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. Derfflinger, carrying the German Mails with dates from Berlin of the 31st ult., left Singapore on the 28th inst., at 2 p.m., and may be expected here to-day at 5 p.m.

THE AMERICAN MAIL.
The P.M. str. Korea will arrive at Hongkong to-day at 4 p.m.

THE ENGLISH MAIL.
The P. & O. str. Asaga left Singapore for this port on the 28th inst. at 9 a.m., with the outward English Mails, and is due here on the 2nd inst. at about 6 a.m.

THE CANADIAN MAIL.
The C.P.R. str. Monticello left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.

THE AUSTRALIAN MAIL.
The C.N. Co.'s str. Taitan leaves Sydney on the 25th inst., and is due here on the 15th prox.

THE I.G.M. str. Prima Sigismund left Sydney on the 26th inst., and may be expected here on or about the 17th prox.

THE N.Y.K. str. Tamba Maru (European Line) left Shanghai on the 27th inst., and is expected here to-day.

The N.Y.K. str. Nikko Maru (Australian Line) left Nagasaki on the 27th inst., and is expected here to-day.

The N.Y.K. str. Moyori Maru (Bombay Line) left Moji on the 25th inst., and is expected here to-day.

The Bank Line str. Suenio left Vancouver on the 7th inst., for Hongkong via ports.

The Ben Line str. Bonaventura from Antwerp, Middlebrook and London, left Singapore on the 25th inst. for this port.

The N.Y.K. str. Hokata Maru (European Line) left Singapore on the 27th inst., and is expected here on the 2nd prox.

The N.Y.K. str. Yatoro Maru (Bombay Line) left Taticon for this port via Singapore on the 25th inst., and is expected here on the 8th prox.

The Danish str. Tranquebar left Suva on the 26th inst., and may be expected here on or about the 23rd prox.

HONGKONG TIDE TABLE.

From August 31st to Sept. 6th, 1909.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Time	Date	Time	Height	Time
Tues. 31	10.53	8.2	1.21	31	10.53	8.2	1.21
Wed. 1	10.53	8.2	1.21	1	10.53	8.2	1.21
Thurs. 2	10.53	8.2	1.21	2	10.53	8.2	1.21
Fri. 3	10.53	8.2	1.21	3	10.53	8.2	1.21
Sat. 4	10.53	8.2	1.21	4	10.53	8.2	1.21
Sun. 5	10.53	8.2	1.21	5	10.53	8.2	1.21
Mon. 6	10.53	8.2	1.21	6	10.53	8.2	1.21



THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

"They are social, soothing, moist, they have fragrance, force and zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

314-1

The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge

and

Felucca

EGYPTIAN CIGARETTES

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacco-nists at the most reasonable prices.

A Luxury to the Man of Taste

Sole Agents: British American Tobacco Co., Ltd., Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 30TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$128	all	\$1,002, sel.
National Bank of China, Limited	99,925	\$7	\$5	\$65, buyers
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$12, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.60, sellers
COTTON MILLS.				
Woo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 137.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$10, sel.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 90.
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 110.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 450.
Dairy Farm Company, Limited	20,000	\$72	\$6	\$17, sales
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	\$50	\$50, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	\$50	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$64, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 75.
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 150.
FEARICK & CO., LIMITED.	18,000	\$35	\$35	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED.	400,000	\$10	\$10	\$8.70, sales
HONGKONG AND CHINA GAS CO., LIMITED.	7,000	\$10	\$10	\$10, buyers
HONGKONG ELECTRIC CO., LIMITED.	6,000	\$10	\$10	\$10, buyers
HONGKONG HOTEL COMPANY, LIMITED.	12,000	\$50	\$50	\$50, buyers
HONGKONG ICE COMPANY, LIMITED.	8,000	\$25	\$25	\$25, buyers
HONGKONG ROPE MANUFACTURING CO., LIMITED.	60,000	\$10	\$10	\$10, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sel. & sel.
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$115, sellers
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$245, buyers
North China Insurance Co., Limited	10,000	\$125	\$25	\$121, buyers
Union Insurance Society, Limited	12,000	\$250	\$100	\$200, buyers
Yankee Insurance Association, Limited	12,000	\$100	\$60	\$272, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105.
Hampshire Estate and Finance Co., Ltd.	10,000	\$10	\$10	\$9, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$50, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 119.
West Point Building Co., Limited	12,500	\$50	\$50	\$44.
Mining.				
Scott's Francaise des Charbon de Tonkin	16,000	Fcs. 250	\$10	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$8, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sel.
Philippine Co., Limited	50,000	\$10	\$1	\$1, buyers
75,000	\$10	\$10	\$10	\$9, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$50, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$26.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$13, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$41.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$1.
Star Ferry Company, Limited	10,000	\$10	\$10	\$12.
South China Morning Post, Limited	10,000	\$10	\$10	\$15.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STOCKS AND DISPENSARIES.				
Campbell, Moore & Co., Limited	12,000	\$10	\$7	\$4, sellers
Wm. Powell, Limited	15,000	\$10	\$10	\$15, sellers
Watkins, Limited	10,000	\$10	\$10	\$10.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10.
Weissmann, Limited	175	\$100	\$100	\$100, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$100.
Union Waterboat Co., Limited	100 idem	\$10	\$10	\$100.
50,000	\$10	\$10	\$10	\$100.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, Aug. 30th

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Bath
29.85	80.8	80.8	SE	6	SW	1
86	87	89				
87	86	86				
87	86	86				
87	86	86				
87	86	86				
87	86	86				
87	86	86				
87	86	86				
87	86	86				

Highest open air Temperature on 29th.....80
Lowest open air Temperature on 29th.....80

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m. every 2 hours.

SATURDAY.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.45 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexander Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909. 1349

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

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